SUBURBAN INTELLIGENCE.

NEW JERSEY.

Jersey City.
FIRE IN A LUBBER YARD.—A frame building, three stories high and used as a planing mul, in the rear of Derby, Snow & Prentice's lumber yard, at the corner of Greene and Morgan streets, caught fire on Wednesday night and was almost destroyed. on wednesday hight and was animos descripted.

By great exertions on the part of the fremen—whose promptness and activity on the occasion cannot be too highly commended—that quarter of the city skirting the river was saved from total destruction. The loss does not exceed \$12,000, which is covered by insurance. One of the fremen. Bernard Connellan, fell from a shed and was slightly injured.

The Purclary at West Horokes.—The two men, Gustave Reicenstang and Edward Miller, who were arrested as suspicious characters on Wednesday morning, as they were passing to the Hoboken ferry, were brought before Recorder Pope yesterday forenoon for examination. Thomas Finley, a carpenior, who resides at the corner of Summit avenue and Zabriskie street, west Hoboken, identified a lot of the tools found in possession of the prisoners as his property, valued at fifty dollars. One backsaw and most of the tools were stolen from his snop, situated on the Paterson plank road. Reuben Brundage also identified a lot of the tools, valued at twenty-five dollars, as his property; and John Brundage, who lives at 408 West Thirteenth street, New York, identified another lot worth twenty-three dollars. Thomas White, a resident of Pulton street, Union Hill identified the remainder. The carpenter's shop aluded to was foretbly entered on Thesday night, the thieves having drawn out the staple. The capture of these men reflects great credit on onlicer Burke. The prisoners were committed to the county juil for trial. THE PURCLARY AT WEST HOBOKEN.-The two

THE COURT HOUSE ON FIRE.-The Middlesex THE COURT HOUSE DAY FIRE.—The Middlesex county Court House narrowly escaped entire destruction by fire on election night. Ere yet the counting of the ballots had been concluded it was discovered that the floor of the court room, wherein the canvass was being conducted, had caught fire. The flames were quickly subdued. Had the fire detayed breaking out an hour or so longer, there is little doubt that the building would have been entirely destroyed.

Rahway.

Another Fire.—Yesterday morning the frame building used by the Athenæum Association for pri-vate theatrical exhibitions caught fire and was entirely destroyed. Two stores in the vicinity also suf-fered severely. The inmates had barely time to save themselves and lost all their property. The building was old and somewhat dilapidated. The cause of the fire could not be ascertained.

Trenton.

BURGLARY.—On Wednesday night the shoe store of a man named Potts was burgiariously entered and a gun, revolver and a quantity of revenue stamps stolen. The burgiars escaped.

UNITED STATES DISTRICT COURT.—After the opening of this court yesterday morning District Attorney Keasbey informed the Court that the claimants in the caselof the Government vs. 137 Barrels of Whiskey had abandoned the defence and consented to a decree of forfesture being entered against the article. The jury accordingly, acting on instructions from the Court, returned a verdict for the United States. As reported in yesterday's Herald, the whiskey in question was seized on on board a sloop at New Branswick, while about being delivered to a distiller there named while about being delivered to a distiller there named sames Wallace. According to the District Attorney's statements the whiskey was smuggled from the distillery of Bohem & Co., at Newtown, L. L., which was about that time confiscated by the government. The claimant of the whiskey in question is a man named Nathan Bohem, of New York city. The District Attorney supposed that the case was abandoned, in view of the array of damaging evidence at his command, the clicking of which would most probably nave revealed extensive frauds, as 166,000 galons of whiskey were manufactured in Bohem & Co.'s distillery during the sixty days immediately preceding its selzure, and as tax was only paid on about 47,000 gallons, he is of the opinion that the revenue officials over there must be implicated in the fraud, since the balance of the whiskey could not be removed without their knowledge. The value of the spirits selzed at New Brunswick is estimated at \$13,000. The conclusion of this case cleared the calendar for the term and knowledge. The value of the aprits selzed at New Brunswick is estimated at \$13,000. The conclusion of this case cleared the calendar for the term and the jurors were accordingly discharged. Those pleading gaility to or convicted of offences against the United States during the term were then conveyed from the county jail in manacles to the court room to receive sentence. Theodore Tappen, of Newark, convicted of passing a counterfeit ten dollar bill in that city, was sentenced to the State Prison for five years and to pay a fine of one dollar. Paul Porstner, Gastave Schetbel and John Van Orden, who pleaded guilty to having passed counterfeit bils and having bogus fractional currency notes in their possession, were each sentenced to the State Prison at and labor for three years. John Bierschaum, convicted of carrying on the business of a tobacconist at Clinton, Hunterdon county, without paying the special tax, was sentenced to pay a fine of ten dollars and stand imprisoned in the county jail at Trenton for aix months. Bierschaum was imprisoned before for a similar offence. Edward Bensier, alias "Hugh," convicted of perjury in connection with the naturalization frands in Hudson county, on being sentenced was told by the Court that perjary is always an offence, but that perjury in connection with naturalization is one of the most aggravated offences committed in this country, and if such crimes be allowed to go unpunished there will be an end to our free institutions and the right of suffrage will become a mere farce. The Court sentenced num to three years' hard lator in the State Prison. The next term of this court commences on the third Tuesday in April.

More of the Insurance Question—Exciting Times in the House—Corruption Imputed. In the lower House of the Legislature a most exrince in the House—Corruption Imputed.
In the lower House of the Legislature a most exit of yesterday, growing out of a motion make to
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me, ng scenes was enacted throughout the greater increase the revenue of the State by imposing a tax of one half of one per cent on the premiums of all insurance companies. The motion of Mr. Jones was the vote lated a scaled compact between a certain insurance company and the State, the act of 1863 providing that the sand company should pay the one-half of one per cent on its premiums, provided also that the amount of tax thus imposed did not exceed 45,000. Mr. Jones argued that the Legislature could not repeal that compact till the expiration of the stipulated term. The Speaker, Mr. Abbott, author of the bill under reconsideration, maintained that if that the amount of tax thus imposed did not exceed \$1,000. Mr. Jones argued that the Legislature could hot repeal that compact thit the expiration of the supulated term. The Speaker, Mr. Abbott, author of the bill under reconsideration, maintained that if it violated a contract made by the State it ought to be reconsidered, and the question is, "is there or is there not such a contract existing between a certain corporation and the State." He (the Speaker) would be the last man to violate a contract, but it is for the courts to determine whether the State is to be tied for endiess years in consequence of the provisions of the charter of 1863. There can be no contract without a consideration, and there is no consideration mentioned in the original charter of the said insurance company. The establishment of such a precedent as Mr. Jones givocates is a dangerous one and ought not to be listened to. Mr. Jones contended that the provisions of the Speaker's bill will not increase the revenues of the Speaker's bill will not increase the revenues of the Speaker's bill will not increase the revenues of the Speaker's bill will not increase the revenues of the State. Mr. Whalen then rose and said that on recall the bill two gentlemen were heard to say, coming down in the cars, that "\$20,000 would shoughter the bill in the House." Twenty thousand dollars was considered not too much to pollute the Legislature, but it is not enough to the finence out shootruptible Judiciary. The emissaries of those corporations are busy night and day tampering with members on the floor of this House. Pour forth the vians of your wrath and your cloquence if you prease, but so long as I am able to raise my voice I will whilp corruption wherever I can find it. A death-like stillness pervaded the chamber while Mr. Whalen thundered forth his deminisher while Mr. Whalen thundered forth his deminisher while Mr. Whalen family in the land. The hobbit said two in the sendence of the second of the second of the contract. At haf-past two in the afternat

of the city of Newark, which was only established by the Legislature last year.

DROWNING CASUALTY.—On Tuesday last while a party of five persons were attempting to cross Orient bay—a narrow arm of Gardiner's bay—in a small bay—a narrow arm of Gardiner's bay—in a sinal boat (or dickey, as it is termed), the boat was capsized and the entire party thrown into the water. Four of the number succeeded in saving themselves by swimming to the shore, but the fifth, John S. Young, was carried under by the tide and drowned before assistance could be rendered him. The body was recovered shortly afterwards. The party were from Orient village, and were going to Long Beach on a classiming excursion.

WESTCHESTER COUNTY.

EDUCATIONAL LIBERALITY .- At an annual meeting of the taxpayers of School district No. 1, town of Mount Pleasant, held in North Tarrytown last Wednesday evening, the appropriation of \$2,000 asked by the trustees for the ensuing year was promptly voted, together with \$300 additional to be awarded to the teachers at the discretion of the Board.

daybreak yesterday morning a man named John Rodgers, employed in the brickyards at this piace, Rodgers, employed in the brickyaris at this pince, while attemping to leave the flagman's shanty, over the tunnel, mistook the path and walked over the archway, falling a distance of nearly forty feet, to the railroad below. The unfortunate tellow was not discovered for some hours, when his groans attracted observation, and it was then found that a train had passed within a few inches of where he lay. Rodgers was terribly brussed, in addition to having one of his lower limbs broken in two places by the fall. Later in the morning a freight train brought the injured man to Tarrytown, from whence he was conveyed to the county house in an almost lifeless condition. It is thought he cannot survive.

Another Bepens for the Release of Blais-

DELL.—An attorney, who it appears is conducting the defence in an action now pending before the Suthe defence in an action now pending before the Supreme Court, presented himself at the Sing Sing Prison last Wednesday, having in his possession a writ of habeas corpus issued by Judge Sutherland directing the agent and warden to cause the attendance of Alvah Hlaisdell in the Circuit Court of New York at ten o'clock yesterday morning, he being required to testify () in the action above alluded to. In the absence of the agent, who was then in Albany on official business, the writ was served on Mr. C. C. Childs Jr., chief clerk of the prison with a precedent exactly similar still fresh in his memory the latter declined taking the responsibility of producing the body of Blaisdell in court, substituting therefor a telegram to the bearer of the writ yesterday morning apprising him of his non-conformity to the mandate of Judge Sutherland. Rumor now positively asserts that the pardon of Blaisdell is located among the things which might have been, out are not.

RONDOUT.

TERRIBLE ACCIDENT.-John O'Brien, a man working in Trelease's quarry, at South Rondout, met with a terrible death on Monday afternoon. While dumping a carload of stone, at the "shoot," he missed his footing and fell down the steep declivity, some eighty feet or more, and was instantly killed, his body being horriby mangled. He was over sixty years of age and leaves a large family.

His Reception on the Rond—Screnade and Speech.

[Lexington, Kr. March 9], despatch to Cincinnate Mr. John C. Breckinridge coines back to Kentucky a man of commanding stature, with a face that women call handsome and tuen intellectual and strong, with the same eagle eye that your readers have seen in pictures of him as a Confederate major general. His cheeks are square from the aims of the continuous status of the continuous and the same eagle eye that your readers have seen in pictures of him as a Confederate major general. His cheeks are square from the aims of the gray and sandy; forehead scanned with lines of thought and care, and hair very gray, with much more of gray than any of us remember in our recollection of him. In the commanding permitted the same of the John C. Breckinridge of military fame. But in place of the gray, gold and silver of his warlike days he wears a plain dark suit of civilian's clothes, and in all his foreign experience he has not with Spaniards.

General Breckinridge left Covington the safer noon, attwo o'clock, with as much privacy as possible. I understand that Mr. Was M. McLean, of the Enquirer, accompanied him to the train, after having ocention, it agreem the same of the same o

EX-PRESIDENT JOHNSON.

Cordial Reception at Bultimore-Fine Civic and Dinner at Barnum's-

BALTIMORE, March 11, 1869. Ex-President Johnson arrived in this city as its ruest on a special train at about eleven o'clock this norming. The Committee of Invitation on the part of the Common Council accompanied him from Washington and the other members of the Council met him at Annapolis Junction. On arriving at Camden station he was met by Governor Bowie and other State officials and Mayor Banks and a number of city officers. The procession had already formed on Eutaw street and the life of march was soon taken up. A squadron of cavalry headed the pro-cession, followed by the Fifth regiment of the Mary-land National Guard with full ranks, Following the regiment was an open carriage containing ex-President Johnson, Governor Bowie and Mayor Banks. Next followed the Third regiment Maryland ing distinguished guests and city authorities; the Fire Department, with seven steamers and book and ladder companies in strong force, followed by the police force. All along the line of march-through Eutaw, Monument, Eager, Alequith, Baltimore and Gay streets to the Exchange-dense crowds filled the sidewalks, and the winlense crowds filled the sidewalks, and the win with ladies. The welcome was cordial. The day at the Exchange and thousands called upon him. The reception of Johnson ended at three o'clock, when he was secorted to Barnum's Hotel.

During the afternoon the Fire Department made a fine display and trust of their engines in front of the hotel on Monument square.

fine display and trial of their engines in front of the hotel on Monument square.

Dinner was served at half-past eight o'clock. Mr. Johnson took his seat with Mayor Banks on his right and Governor Bowle on his left.

About two hundred persons were seated, among whom were ex-Secretary Browning, Hons. Garrett, Davis, Golladay and Trimble, of Kentucky, Eldridge, of Wisconsin, Randail, of Pennsyivania, Kerr, of Indiana, ex-Governor Swan and Hon. Stevenson Archer, of Maryland, and others.

After prayer by the Kev. Dr. McGraw, dinner was partaken of, the band in the meanwhile discoursing music.

Was read, as follows:—
Our Guest—the patriot statesman, Andrew Johnson. As President of the United States, the bulwark of equal rights, the champion of the only true and permanent union of these states, and the defender and marty of the constitution, history will windicate his fame and record an impaschment of his impeachers and a verdict of "guilty" as to them. By the votes of future generations of American Statesman, Bellies grand procession advancing to meet and welcome an illustrious citizen in the name of that long line of admiring thousands who await his coming, bids him welcome to a place in the hearts of a great people for whose protection and happiness he bared his breast to the shafts, of calumny and for their asks hazarded all that is dear to the man and the citizen. In his retirement from the seat of the national government in the full vigor of his manly faculties, atimulated by the applause of all good citizens, we look with great assurance to his future efforts and indusence for the liberation of the captive States of the Union and the rescue of their now true and the citizen the citizen for the captive States of the Union and the rescue of their now true and the citizen for the captive States of the Union and the rescue of their now true and the citizen for the captive States of the Union and the rescue of their now true and captive States of the Union and the rescue of their now true and captive States of the States of

more modebied to Mr. Johnson in bringing about its enfranchissment than to any other man in the country. We were indebted to his labors for the freedom we enjoy to-day. Governor Swann spoke at some length.

Mr. Browning was the next tonsted. He thanked the people of Maryinad for the honor done him. He understood that this compliment was directed to the impred man who headed the thouse of the fing of the providence of God our country shail be restired to the being government which the fathers of the Revolution lett as its heritage, it will be more indebted to the paning overnment which the fathers of the Revolution lett as its heritage, it will be more indebted to the gailant and heroe straggles of Andrew Johnson than all other men of the present day. During four years of extraordinary trial he has exhibited herotsm which has no parallel in the sacribeces of public men. The toast to him is proper and just. History will impeach in the future they wno attempted to impeach in the future they wno attempted to impeach min and will surely house have been once a citizen; but it will ever be one of my proudest memories that I was a member of his Cabinet and that I was a member of his Cabinet and that I sustained him in his efforts to restore fraterity and peace to our adheted hand—to restore our constitution to respect. I thank you for this forestate of what the future will pronounce upon his administration. I am not nor never have been a denocrat, but was an old line whig; but as the democratic party has had opportunities to take into its keeping the doctrines of our land I have often thought of calling up that old whig party. If the measures that Lincoin approved long ago had been adopted the differences would have been settled and to-day we would have been the most majestion nation in the world, but such has not been the case, and we are today worse of than we were on the day of Lee's surrend of his country. He was the democratic party support. Let us with, hopeful and for heading and will be head to do the country.

THE STATE CAPITAL.

The Bribery and Corruption Report of Sena-tor Hulo—Testimony of Jay Gould ALBANY, March 11, 1869. Some interesting business was transacted in the

Some interesting business was transacted in the Senate to-day. Senator Haie presented the report of the committee appointed to investigate certain charges of bribery and corruption against members of the last Legislature. There was a vast amount of testimony taken, but as you will see by the report, there is only a synopsis of it reproduced. The swearing is most extraordinary and contradictory. It is said that the committee attempted to ascertain from Mr. Thompson, one of the directors of the Eric road, what consideration Governor Fenton received for his signature to the Railroad bill of last session, but he declined to answer, on the plea that the resolation did not call for that information. But when ex-Senator Tom Murphy was on the stand he stated that upon applying to Jay Gould for a contributed \$20,000 for Governor Fenton's expenses. This portion of the evidence does not appear in Senator Haie's report.

NEW YORK LEGISLATURE.

SENATE.

ALBANY, March 11, 1869.

BILLS REPORTED. Amending the charters of Sag Harbor and Mo-hawk; amending the act opening Lalayette square, in Brooklyn; revising the charters of the village of Warsaw and city of Auburn; relative to the Tax Commissioner of New York, previously recommitted; incorporating the Passengers' Trust Company of incorporating the Passengers' Trust Company of New York; relative to sewerage; also to the Wallabout improvement, and for the completion of Atlantic avenue, in the city of Brooklyn adversely to extending the canal of the Brooklyn adversely to extending the canal of the Brooklyn improvement Company; in reference to juries in the district courts of New York; incorporating the Tritionen Schuetzen Company of New York; adversely to continuing the charter of the Branchport and Pen Yan plank road; to amending the law relative to the formation of corporations for manufacturing and other purposes.

formation of corporations for manufacturing and other purposes.

NOTICE OF A BILL TO BE INTRODUCED.

Mr. CREAMER gave notice of a bill incorporating the Arcade Railway Company of New York. It will be similar to the bill of last year.

The bill amending the charter of the East India Telegraph Company was passed.

BILLS INTRODUCED.

By Mr. MATTOON—To incorporate the Niagara Ship Canal Company.

BILLS INTRODUCED.

By Mr. MATTOON—To incorporate the Niagara Ship Canal Company.

By Mr. Callbwell—To incorporate the White Plains Water Works.

By Mr. Caramer—Revising the charter of the New York Steam Transit Company.

By Mr. Maorron, facilitating the transportation of freight and regulating the prices thereof on certain railroads. It prohibits the Central. Erie, Hudson, and Harlem roads from charging for freight carried 160 miles more than for through freight, and grades the extra percentage for shorter distances, between April and December, to charge not more than thirty per cent above rates in summer.

By Mr. Tween, to amend the charter of the New York Harmonic Society; also in relation to the Nursery and Child's Hospital of New York, authorizing the payment of five dollars per week to each female inmate, and ten dollars per month for every child born therein, also creating the Manhattan Eye and Ear Hospital of New York; also incorporating the Presbyterian Home for Aged Women in New York.

By Mr. Murphy—Authorizing the sale of a portion of Prospect Park; also to widen Ninth avenue and Fifteenth street, in Brocklyn.

Mr. Hale, from the select committee to investigate the charges of improper influence in the Senate in reference to legislation regarding railroads last winter, submitted a report and testimony. In conclusion the report recommends as a remedy the passage of Mr. Hale's bill on bribery and corruption.

On motion of Mr. Stanynon the bill aboilshing canal contracts was made the special order for this evening.

ASSEMBLY

BILLS ORDERED TO THIRD READING. *
Authorizing the issue of bonds in aid of the Sag Harbor and Southampton Railroad by towns along

the line of the road. Authorizing mechanics, journeymen, tradesmen and laborers to form societies and associations for

mutual aid and protection.

On motion of Mr. Bereen the bill had a third reading and was passed.

For exempting persons honorably discharged from the military or naval service from service in the National Guard.

FALL OF A BUILDING IN PHILADELPHIA.

onn, Two Children and a

Killed—One Man Badly Injured.

[From the Philadelphia Evening Telegraph.]
This morning, at half-past three o'clock, an accident happened which has not had its parallel in this city in many years. The residents in the vicinity of Broad and Shippen streets, at the early hour above mentioned, were aroused from their sleep by a heavy crash, as of falling timbers.

A German named John Lutz, suspecting that some accident had occurred, sprang from his bed, and on looking through his bedroom window saw that a small two story brick and stone house in the rear of Shippen and Loil streets had fallen and lay in ruins on the ground. Dressing himself hastily he instantly hurried to the house of the Harmony Fire Engine Company and aroused the members who were sleeping there.

The party returned to the scene of the disaster, and on their arrival were greeted by the groans and cries of some one beneath the debris. These, it was subsequently ascertained, came from Gabriel Kidd, aff Irish laborer, who, with his wife and two chidren, the occupants of the house, were all buried in the masses of the brick, stone and lumber of the building. The men, reinforced by fresh arrivals (for the news spread fast even at that early hour, worked energetically and with the determination to save life if possible.

After half an hour of incessant labor the first body

energetically and with the control of incessant labor the first body was reached; but the cries having ceased, it was feared that life was extinct. When, however, the supposed corpse was removed to a house near by it was found to be the husband and father, Gabriel Kild, yet slive, though dangerously injured. A further search exposed the Blebess body of his son.

feared that life was extinct. When, however, the supposed corpse was removed to a house near by it was found to be the husband and father, Gabriel Kidd, yet slive, though dangerously injured. A further search exposed the bieless body of his son, Thomas Kidd, a lad mineteen years of age. He had evidently been suffocated. From the neighbors it was ascertained that two more persons occapied the house with the two aiready resened, and after another half hour the bodies of the wife of Mr. Kidd and his daughter Margaret, a girl of sixteen years, were dragged out. In both of the latter life also was extinct, and, as in the case of the son, both han died from suffocation.

The bystanders then informed the workmen that in the adjacent stable, which was crushed by the falling house, a lorse was kept, but after the removal of the rubbish the animal was found lying dead, with one of his limbs broken.

The reporter of the Telegraph visited Mr. Kidd at the Pennsylvania Hospital and found him in great agony from his injuries, and quite unable to give any nucle explanation of the disaster. He states that about three o'clock, as near as he can judge, he was awakened by a sound resembling the rumbling of a great number of wheelborrows, and then felt himself suking downward. He became senseless, but soon revived to find himself on his bed pinned down by heavy joists and only able to move his head. He shouled for help as long as he was able, and then again became senseless until removed by the firemen and neighbors. He also states that he knew the house to be in an unsale condition and had directed his wife to request the owner, a widow lady named O'Hagan, to nave it repaired, but not withstanding her promises to comply she had failed to do this.

The house fronting on Loit street, sonth of the runed building, is seriously damaged, and unless torn down it will soon fail.

Mr. Kid is a man of fifty years of age, his wife was of the same age, and his son and daughter were aged respectively intencen and sixteen years. An inquest will

SHIPPING NEWS.

Almanac for New York-This Day. Sun rises 6 17 | Moon rises, morn 6 05 Sun sets...... 6 03 | High water ...eve 8 10

PORT OF NEW YORK, MARCH II, 1869.

CLEARED.

Steamship Australasian (Br), McMicken, Liverpool-B Steamship Weser (NG), Wenke, Bremen via Southamp-on-Offices 4 Co. Steamship Alaska, Ones, April 2018 up Alaska, Gray, Aspinwall—Pacific Mail Steamship amship Eagle, Greene, Havana-Atlantic Mail Bleam-Steamship Gen Baroes, Morton, Savannah Livingston, Sieamship Gen Baroes, Morton, Savannah Livingston, Fox & Co. Steamship Saratoga, Alexander, Norfolk, City Point and Richmond—N L McGready.
Steamship Nereus Bearse, Hoston—W P Clyde Steamship Acushut, Kelly, New Redford—Ferginson & Wood.

Ship E W Stetson, Moore, London—Grinnell, Minturn &

Bark Barbadoes (Br), Soley, Barbados Hewlett & Tor-rance.
Bark Yomuri (Br), Johnson, Cardenas -- Waydell & Co.
Brig Bonito (Br), Edgett, Kingston and Fallmouth, Ja-Heary & Parker.
Brig Moses Qay, Loud, Cardenas -- H W Lend & Co.
Brig Finort (Br), Marry, Kingar-elaport -- Starbook,
Sehr Antagoolst (Br), Kendrick, Gibraliar for cruers -- G F
Smiley.

Bulley, H. Nichols, Brown, Tampico, Van Brunt & Slaght, Schr H. S. Lee, Carr, Curfurgue... N. L. Schraaty & Co., Schr J. B. Lee, Carr, Curfurgue... N. L. Schraaty & Co., Schr J. B. Klyras, Whiteh. Cir. Const. Combination & Over Schr J. B. Myers, Whiteh. Cir. Const. Combination & Over

enton, Norfolk C E Staples rry, South Amboy J V Has Matherson ARRIVALS.

REPORTED BY THE HERALD STRAM YACHTS.
Steamahip Russia (Br), Cook, Liverpool Feb 27. via Queenstow 20 art in mides and particular of the mides of the of the

Fr), Ducheane, Havre Feb 26, via Brest sasengers, to Geo Mackenzie, il, Bourne, Richmond, City Point and

ir M M Merriman, Babbit, Providence, v Clarissa Allen, Hale, Providence, v Mr. Williams, Nichols, Providence, v Mr. Williams, Nichols, Providence, v Mr. Williams, Nichols, Providence, Boston, Sturges, Providence, Boston, Sturges, Providence, Idall.

Schreibaues engine, Baster, Sew Maven.
Schr Ottando Smith, Perris, New Haven.
Schr Queen of the Fleet, Brewer, New Haven.
Schr James M Bayles, Arnold, New Haven.
Schr Lizzie Raymond, Lord, New Haven for Virginia.
Schr Mile Bead, Greenwich.
Schr Niagara, Worden, Bridgeport.
Schr Mie V Bergen, Thompson, Brookhaven.
Schr M O Welles, Riewes, Greenport.
Schr M O Welles, Riewes, Greenport.
Schr Monsit, Young, Greenport.
Schr Hansit, Young, Greenport.
Schr Hansit, Wong, Greenport.
Schr Hansit, Wong, Greenport.
Schr Hansit, Wong, Greenport.
Schr Hansit, Wong, Gold Spring.
Schr Tunis Bodine, Bunce, Cold Spring.
Schr Tunis Bodine, Bunce, Cold Spring.

The ship Sorrento, from Liverpool, arrived 19th, reports was 12 days to Cape Clear, was driven back from Tuskar to the Isle of Man, and was 40 days to the Western Islands; had strong westerly gaies the whole passage; allipped several heavy seas, which stove in the cabin doors and skylights and did other damage about the decks and forward house. BELOW.

SAILED.

Steamships Nauthus, Shanghae; Walrus, do; Australa Liverpool; Weser, Bremen; Alsaka, Aspinwall; Eagle vana; Gen Barnes, Savannah; Saragossa, Charleston; t loga, Norfolk, &c. From Quarantine, ship Dashing Wan Francisco; brig Manson, Cardenas; schr Dragon.

The schr Hattie Baker, 345 tons, built in East Boston in 1804 ad belonging to Mr. J Baker, of Boston, after having her bitton painted, was lowered yesterday afternoon from the rew docks near the foot of Market slip. The schr Aibert screw docks near the foot of Market slip. The schr Albert Thomas, 400 tons, new measurement, built in Fairhaven, Ct, in 1863, and owned by Albert Thomas, of New Haven, is on the great balance dry dock near the foot of Pike slip having her bottom recauked and painted. It has been found necessary to make extensive repairs to the bottom of the brig Diadem, now on the small sectional dry dock near the foot of Rutgers slip, after which it will be coal-tarred, and not metalled. The schr Geean Bird, 186 tons, new measurement, built in Fatchogue, LI, in 1854, and belonging to Mr Gibbs and others, of Deunis, is on the People's Dry Dock, near the foot of Gouverneur street, being painted. The tug Echo is on the dock adjoining. The clipper ship Witch of the Wave, 1190 tons, built is Portsmouth, NH, in 1865, and owned by B F Titcom b, of Beston, is on the mammoth sectional dry dock at Hoboken having her vellow metal sheathing patched. The three-masted schr Winoms dormerly a gunkoat and engaged in the attack on New Orleans), 568 tons, built in Brooklyn in 1861 by Measrs Cd R Folion, and owned by Measrs Reuler & Stannard, is on the small balance dry dock at the foot of Pike slap for the purpose of being stripped of her old copper, re-

Marine Disasters.

STEAMSHIP PANTHEON, from New Orleans for Liverpool, sunk outside the bug at the Southwest Pass night of the 5th last. Had been in Sollision with the Heroine. Part of the cotton was saved. Her how lies in two fathoms and the

seria ive fathoms of water.

STEAMBHIF PANITA, from New York for Philadelphia, collided night of the 10th inst, in a thick fog, near Delaware, with and attack the small river steamboat Swan, from Philadelphia for Salem, NJ. No lives loss.

SHIF KINOFISHER, at Boston from Liverpool, in a SW gole Feb 7, laboring heavily, sprung main and maintopmant heads, carried away maintopeallant, blew away fore and maintopmast stayanila, started a plank, lost bulwarks, channels, and started figure head, lost molding and carred work off stern. The prevailing winds for 40 days were SW. Hat heavy goles since then, and was within 700 milles of Roston, with NW and SE gales, the ship at times being completely loed up and covered with since. When east of South Pholas passed to the started from the water. The wrevet still seem doubtless belonged to ship Harry Bluth, before reported abandoned. Had a very severa passage, and was 30 days from Belfaxt.

BARK ROBERT, Baker, from Boston, which arrived at Madras on the 1st tilt, had been ashore, and was got off, leaking battly.

HARR ROBERT, Baker, from Boston, which arrived at Rad-ras on the 1st uit, had been ashore, and was got off, leaking badly.

Bure Candacz, Harding, of Salem, owned by R H Yar-rington, of Boston, left Fayal Dec 11 for Boston, with freit, and has not been heard from since sailing. The brig was manned by a crew of eight men. She was staumed built, had new spars and new sails when the left port, and was for about \$9000 in Boston offices. She was 200 tons measure-ment.

ment.

Schr Angella, from Cayenne for Salem, was disabled on
Saturday night last (how not stated), and found on George's
Banks by schr Esther Ward, and towed into Glouesster night
of the 10th. The crew remained on board.

Schr Cona Erra, at Philadelphia from Sagna, when 7
days out carried away steering gear, and was afterwards
under shortened sall.

SCHE AMERICUS, Daly, from New York for Havana, was wrecked on Sait Key Bank and will be a total loss, with her cargo. No insurance. The crew and one passenger arrived Bibb. West yesterday (11th) in the United States Meaner

cargo. No insurance. The crew and one passenger arrived at key West yesterday (11th) in the United States steamer 10th.

Schim Many Jany, at Norfolk Sth inst from New York, experienced heavy weather and lost foreash.

Schim Eastern Brille of Bucksport), Show, from Presport, Ms. for Baltmore, was spoken 7th Inst. Montank bearing N by W 70 miles, with loss of about 10 feet of head of foremast and neattedpoints.

Derille Hark—The bark Horatio Spragne, at Boston 10th from Liverpoot, 1at 49 56, fon 15 51, saw the wreck of a bark of about 500 or 500 tons, with painted ports, female figurenced, foremast gone, part of main and mirzenmants standing, abandoned an experience from off decks.

Hannstania, March 10—A small fishing smack was found on the shore yesterday on Sandy Neck, this place. Mans and etern gone. This is no doubt the fishing smack was found on the shore yesterday on Sandy Neck, this place. Mans and etern gone. This is no doubt the fishing smack which was run down and sunt some few weeks since by the bark Alexandrine, from Clentuagos for Roston.)

Falnouver, Peb 23—The atlantic Olsen, from West Hartle-pool for Brunswick, Ga. has put in with cargo shifted.

Liverpoot, Feb 34—The ship Aden, from Darien for Amsterdam, with pitch pline, has been abandoned at sea. She had been in collision on Fox. In also Records, fitting from Mobils.

Gumanstrown, Feb 36—The Norwegian bark Adelheim, which arrived horsels for heart of the mate, Carris Mobils.

The steamboat Old Colony, of the Newport line, did not arrives at this city until half-past four yesterday. In consequence of a heavy gaie prevailing at Newport, she did not leave until some hours after her regular hour.

Lauxenze—A fine each of About 100 tons, named the Scotis, was launched from the yard of Kestrs R 4 J Falmer, in Mystic, on the 10th int. But is intended for the nebing trade.

Whalemen.

Spoken.—Feb 54, lat 11 57, icn 55, bark Tropic Bird, of NB, 1 montan out, 50 this oil, all well.

Spoken.

a months out, 50 bbs oil, all well.

Spoken.

Ship Crusader, Bradford, from Manila Oct 21 for Sydney,
New, no date, in the Java Sea.

Ship Jumma, Taylor, from Liverpool for San Francisco, Feb
El, lat 90, ion 10.

Hark Annie Main, Main, from Liverpool for San Francisco,
Jan 1, lat 2 N, ion 30.

Hark Lanna & Gertende, from Liverpool for New York, 20
dave out, no date, lat 41, ion 34.

Hark Hancagus, 53 days from San Francisco for Liverpool,
Fee 28, lat 5 E, ion 58.

Rark Marathoc. Donnell, from Boston for New Zealand,
Jan 2, lat 521 N, lon 58 30 W.

Fark Amazon, from Ballimore for Rio Janefro, Jan 14, lat
2 & ion 86 77. there Amazen, from Baltimore for Rio Janeiro, Jan 14, lat 25 % for 85 %. Park Viking, Johnson, from Galveston for Liverpool, Jan 2, by at &c.

Sailed 23d, Dragon, NYork; Queen of the Mer BATAVIA, Jan 15 (before reported without date) ark Aurelia, Baker, Boston.

for Stettin.

CETTS, Feb 20.—Sailed, Faveur, Raffu, Philadelphia.

CADIZ, Feb 21.—Arrived, Byfoged Lyndahl, Bothner, New
York; Tst., Keystone, Barier, and Maud, Marnhall, do; 2349.
Jesse Carl, Underhill, do.

CALLAD, Feb 14.—In port ship Argosy, Read, about half
discharged, for Chinchas.

DEAL, Feb 28.—Arrived, Ann, London for Charleston (and ab.

GLASGOW, Feb 26—Salied, Iowa (a), NYork.

GENOA, Feb 22—Salied, Edmond Kayo, Ford, Pensacola.

GENOA, Feb 23—Salied, Edmond Kayo, Ford, Pensacola.

GIBRALTAR, Feb 18—Arrived, brigs Emily Corner (Br),
dams, NYork; Adrians Ayras (Ital), Belfandt, Palermo for
York (and both remained in port 20th.

Salied 17th, brig L M Marritt, Eaton (from Mobile), Havre.
Cleared 20th, Evados, Stephenson, Pensacolas.

In port 20th, ship Wm Kidstow (Br), Barry; from Liverpoolr Savannah, wig instructions from England. Wind north-

HAMBURG, Feb 22—Sailed, Desiah, Gilkey, Newport; March 10.

HAVANA, March 10—Sailed, steamship Lodona, Hovey from New Oricans), NYork.

ISLE OF WIGHT, Feb 24—Off, Lina, Unmuss, from Ant for NYork.
FEBYOOL, Feb 24—Arrived, Lord Buts (s), Raker, Galon (not NOrieans); Fairy Queen, Webster, NYork; War (Fower, Mobile; 22th, W A Campbell, Curling, do; Feblogs, NOrieans; Bridgeport, Morgan, Galvestonington, Bell, NOrleans; Olinda (s), Laing, do; 36th, S B oton, Talpey, do; Hengisk, Rown, NYork; Asterias, Kan gan, NYork. Safied 24th, Erin (s), Webster, NYork (and left Qu

rport.

nered out 24th, Scotla (a), Judkins, for NYork: Clifford,
ley, San Francisco; Queen of the South, Joalin, Mobile
t Norleans; 25th, Kangaroo (a), Halcrow, Hallar and
ork: Oly of Baltimore (a), Roakell, MYork; Nova Sco-(a), Wylle, and Jarribo, O'Hars, Portland, Me; 36th,

NYOK.

17.—Arrived, Tempo, Maresca, NYork.

28. Feb 22.—Sailed Eva, Lauro, NYork.

Feb 12.—Sailed, M A Augusta, Rasmysseu,

Argean, Lindasy, do.

Feo 14.—Arrived, ship Francis Hilyard, Walker,

ork. Mith. Lochnaw, Murdock (from NYork), London; one (from Bailtmore), Liverpool. Bram, Feb 35—Cleared, Ceros, Grunberg, NYork. DON, Jan 9—In port ships Merrimack, Jacoba, from rived Dee 34, for Europe: Clara Moras, Gragory, n. arrived Dee 35, for do; Lorska Havener, from arrived Dee 35, for do; bark Huddon, Vaughan, for

Rombay, arrived are set of do, idg.
SHIRLDS, Feb 25—Sailed, Cornelius, Boston.
SUNDRILAND, Feb 23—Enid out, Grassendale, Irvine,
SERTRALESCO; 24th, Vigilant, Shields, for New Haven.
SMYRNA, Feb 14—Arrived, Bjorn, Rentsen, Beston.
Viorogita, V. I., March 10.—Arrived, bark Ecrops, (posed Br), Livarpool.

Jardenas.

HOLMES' HOLE, March 9, PM—Arrived, Flor del Mar, Silman, Nyork for Stockton; schrs Neille Brown, Higgius, and Samuel Gilman, Keiler, Roston for Richmond, Va; C Waccke, Huntley, do for Philadelphia; Gan Paavev, Armstrong, Sastport for do; Wm Penn, Davie, and John McAdam, Wilard, Rockyort, Me, for Nortolk; G W Rawley, Rawley, do or Baltimore; Frances, Gibbs, do for Wilmington, NG.

fare, Rockpor, Me, for Norrolk of W. Rawley, Rockle for Battimore; Frances, Gibbs. do for Wilmington, N Idaho, Davis, Portland for NVork; Sinbad, Arey, Rockle for do. Passed by—Schra Addle P Stimpson, Stimpson; Hall Fannice, and Sarah, Cram. Eastbort for NVork; Seari Panning, and Sarah, Crain, Eastport for Myork; Sparsey-Smith, Caials for do.

Smith, Caials for do.

Salied-Schra Annie J Russell, Sarah Cullen, Neillie Chase,
Bengal, Freeman, Martha Maria, H Miller, Z Soow, E General, Freeman, Martha Maria, H Miller, Z Soow, E General, Starlight, and Maggie Bil.

Lith, AM-Arrived, schra Stephen Morris, Seaman, and Clude, Gage, Philadelphia for Boston; Ocaan Wave, Collina, Elizabethport for do; Connecticut, Penniston, do for Fortland; Octavia A Dow, Starling, Easport for Nicok; Introphi, Rosebrook, Rockland for do. Also brig if Means, West-philadelphia (or Newhurpport.)

hand; Geisvia A Dow, Starling, Esasport for Nivork; Introphol, Rosebrook, Rocklant for do. Also brig H Means, Weutworth, Elizabethport for Newburyport.
Salled-Schris Frances, Sinuad.
MOBILE, March 8—Cleared, ship Advice (Br.), Wallace,
Liverpool; schr A Dovercaux, Rich, Havana.
NEW ORLEANS, March 8—Arrived, steamship Sherman,
Henry, Nyork; ship victory, Cushing, Liverpool;
Gth—Arrived, ships Henry Cook, Sutherlin, Liverpool;
Guardian, Dulleon, and Union, Austin, Harris, bark Monitor,
Eston, Boston; schr Dexter Washburn, Harkness, Camdon,
Ke, via Key West. Below, ships Trenton, Diumaresque, from
Loudon; Mary Ann, Hamlyn, from Lancaster; Importer,
Lowther, from Liverpool; Assam Valley, Roberts, from do;
Arrian, Smith, from Rosion; barks G S Harris, Woodbury,
from Havana; Columbia, Muller, from Anterpi, brigs Esmerabla, Beckett, from Rio Janeiro; Proteus, Gibbon, from
Havana; Nellie Johnsuch; Prentias Hobbs; schr C S Businell,
Mavo, from Boston.
Cleared, Steanships Miscouri, Palmer, NYork via Havan-

Rouse.

11d. Arrived, ship Expounder, Irvine, Liverpool.
Sailed —Stemmship Concordia, Seara, Roston.
Sailed —Stemmship Concordia, Seara, Roston.
Kirchan, Liverpool.
Kirchan, Liverpool.
Kirchan, Liverpool.
Kirchan, Liverpool.
Kirchan, Kirchan, Liverpool.
Kirchan, Kirchan, Sailed, bark Archina.
Williams, NYork, 10s days.
Williams, NYork, 10s days.
Williams, NYork, 10s days.
Liverpool.
Kirchan, Kirchan, Liverpool.
Kirchan, Ki

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